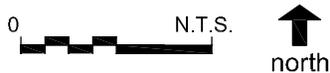
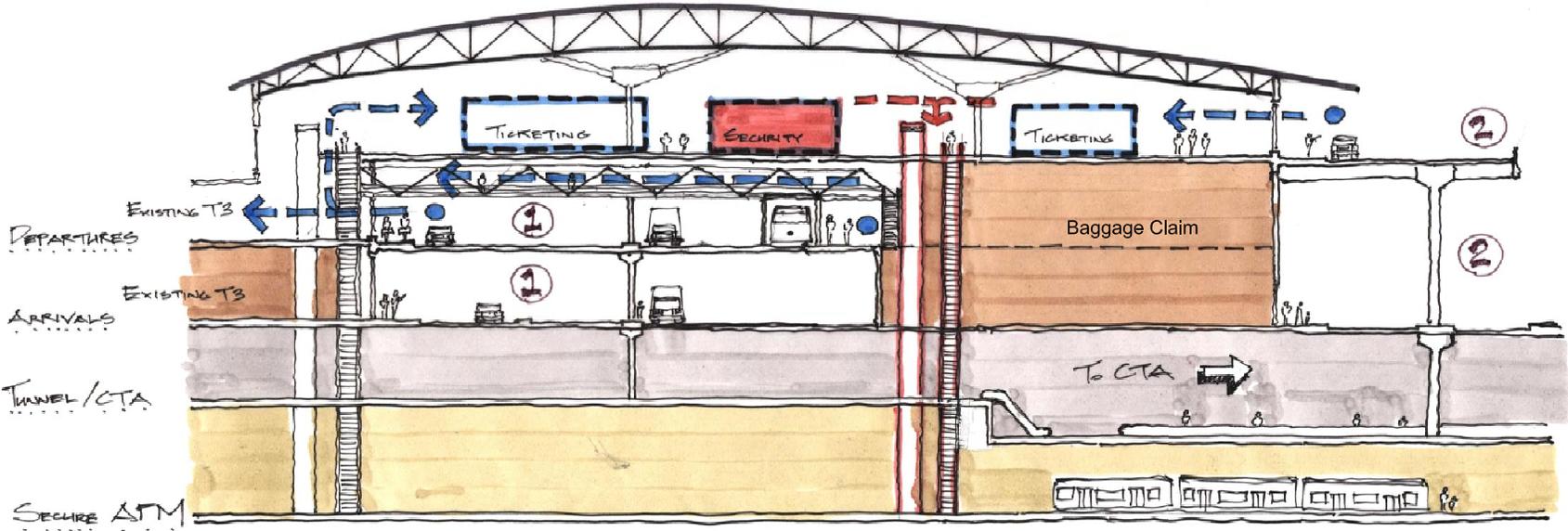


Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);
 Department of Aviation Airport Management and Records
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-42



**Terminal Core Area
 Initial Concept 18**

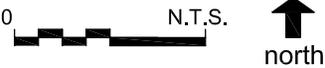


LEGEND

- ① Existing Departures/Arrivals
- ② Future Departures/Arrivals
- Secure Passengers
- Unsecure Passengers

Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Exhibit V-43



**Terminal Core Area
Initial Concept 18 - Cross Section**

5.2.2.3 Initial East Terminal Area Concepts

Eleven initial concepts for the East Terminal Area are shown on **Exhibits V-44** through **V-54**. All of these concepts, except for Initial Concepts 27 through 29, were developed to test the potential benefit of realigning I-190. These alternatives were explored to determine if it was possible to combine the additional gate capacity in the East Terminal Area with gate capacity and landside facilities expansion in the Terminal Core Area as an alternative or supplement to development of new facilities in the West Terminal Development Area. These alternatives show a wide range of taxiway options providing airfield access for aircraft into and out of the combined terminal area and a variety of alternatives for taxiway layouts to accommodate the movement of aircraft within the terminal gate areas.

- Initial Concepts 19 through 22 show the conversion of the concourses for Terminals 5 and 6 into double-loaded satellite facilities. In each of these four initial concepts, the landside components for both terminals are eliminated and all passenger processing is accommodated in either an expanded Terminal 3 and/or a new facility in the Terminal Core Area.
- Initial Concept 22 adds a small landside component that would provide some ability for originating and terminating passengers to access the concourse facilities in the East Terminal Area directly without going through the Terminal Core Area. However, the proximity of this facility to relocated I-190 would limit the ability to provide efficient ground access.
- Concepts 24 and 25 show completely new north/south satellite concourses developed on the existing sites for Terminals 5 and 6.
- Concepts 23, 26, and 27 retain the landside components of Terminals 5 and 6 in the same configuration as those envisioned under the WGP. Each of these three initial concepts also shows a potential gate development linked to the terminals with an aircraft apron and concourse located north of Terminal 5 near the Runway 32R approach end and adjacent to the CVHA north of I-190. Initial Concept 27 shows I-190 in its existing alignment, whereas Initial Concepts 23 and 26 show I-190 located to the north.
- In Initial Concept 23, the new concourse component of this option is a satellite facility, but the aircraft apron is adjacent to the existing Terminal 5. Access to the airside concourse for Initial Concept 23 would be either through an underground connection to Terminal 5 or an APM to the existing Terminal Core Area.
- Initial Concept 26 shows the concourse for the new aircraft apron attached directly to the northwest end of Terminal 5.
- Initial Concept 27 shows the concourse for the new aircraft apron north of existing I-190 as a satellite facility that would be connected to Terminal 5 processing facilities through an underground tunnel or an over-roadway bridge.
- Initial Concepts 28 and 29 depict satellite concourse and apron development north of existing I-190 for regional jet aircraft.